

# BookletChart™



## South Haven to Stony Lake

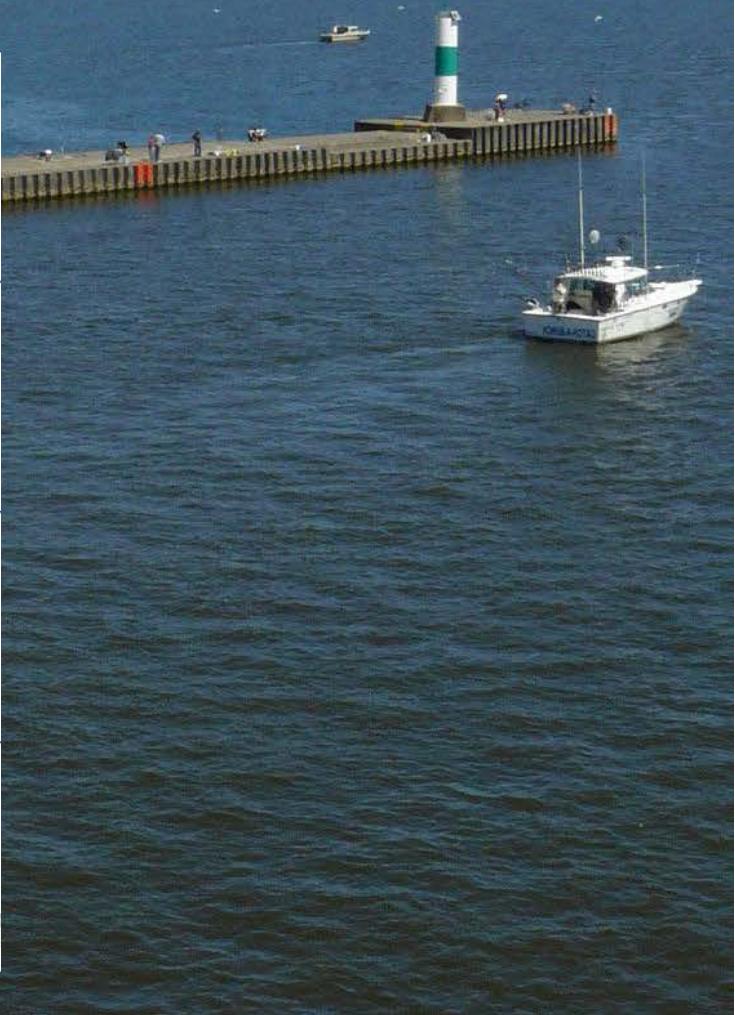
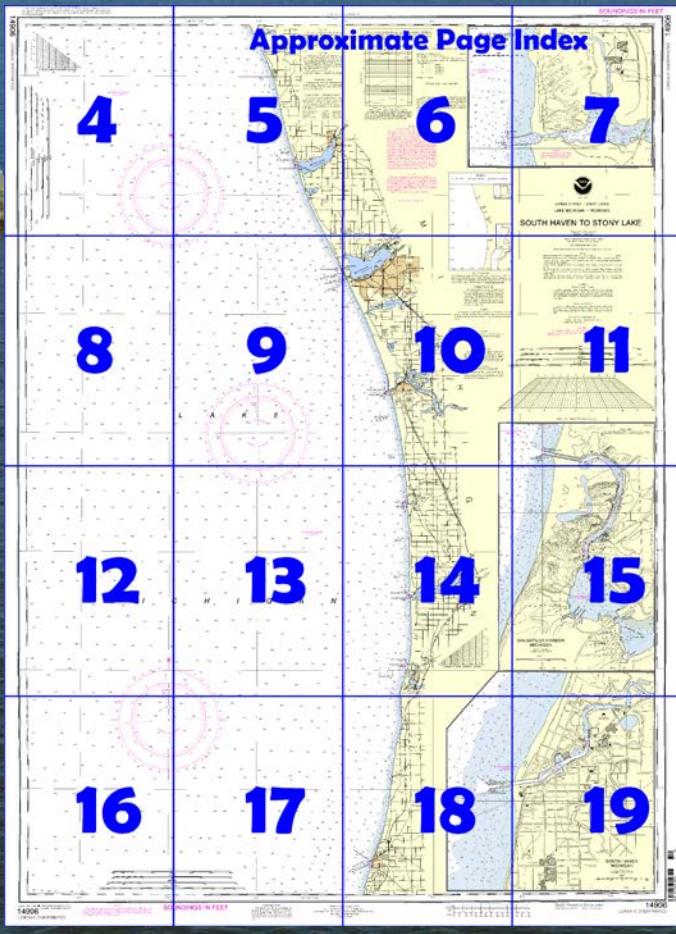
NOAA Chart 14906

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at [http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=149\\_06](http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=149_06).



#### (Selected Excerpts from Coast Pilot)

From Little Sable Point, the shore trends south-southeast for 20 miles to White Lake. This stretch is quite rugged, with no shoals beyond 0.5 mile from shore. A wreck, covered ½ foot, is close to shore 0.8 mile south of Little Sable Light.

**Stony Lake**, 6.5 miles south of Little Sable Point has its outlet into Lake Michigan through **Stony Creek**. Rows of old piles at the mouth of the creek are the only remainder of former lumber loading

facilities. The creek is not navigable.

About 4 miles south of Stony Lake, several hills from 125 to 245 feet high are along the shore.

**White Lake**, about 20 miles south-southeast of Little Sable Point, is separated from Lake Michigan by a narrow strip of sandy bluffs. A dredged cut affords access between the lakes. The towns of **Montague, MI**, and **Whitehall, MI**, are at the northeast end of White Lake about 4 miles above the cut.

**Channels.**—The dredged entrance channel leads from deep water in Lake Michigan between parallel piers and revetments to the west end of White Lake. The outer ends of the piers and the inner end of the south pier are marked by lights. The outer end of the channel between the piers is subject to extensive shoaling. (See Notice to Mariners and the latest edition of the chart for controlling depths.) Currents in the channel attain velocities up to 3 mph in either direction.

Mooring to the piers and revetments is prohibited. Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap.

In White Lake, at the inner end of the dredged channel, the channel bends southeast around the shoal off **Indian Point**. The south edge of the shoal is marked by lighted buoys. The lake has central depths of 25 to 70 feet with shoals extending as much as 0.6 mile from shore. Lighted buoys and lights at the outer edges of the shoals mark the deep water through the lake to its head. **White River** flows into the head of the lake between Montague and Whitehall. The bar at the mouth of the river has depths of 2 feet.

**Anchorages.**—The preferred anchorages in White Lake are in the northwest end of the bay in the upper part of Indian Bay in depths of 25 to 30 feet, mud bottom; in the southwest part of the lake west of the yacht club in 10 to 25 feet, sand bottom; and in the northeast end of the lake S and west of the city dock in 8 to 10 feet, mud bottom.

A marina developed by the Michigan State Waterways Commission is at Whitehall. Marinas here and at Montague provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramp, and harbormaster services. The harbormaster monitors VHF-FM channels 16 and 9. Hoists to 30 tons and a 15-ton marine railway for boats to 38 feet are available for hull, engine, and electronic repairs.

From White Lake, the shoreline continues south-southeast for 11 miles to Muskegon Lake. The shore consists of low sand bluffs and wooded hills, and is clear of shoals to within 0.6 mile.

**Muskegon Harbor**, 31 miles south-southeast of Little Sable Point, consists of Muskegon Lake and a dredged entrance channel which connects it with Lake Michigan.

**Prominent features.**—A lighted stack of the Consumers Energy Co. at the mouth of the Muskegon River in 43°15'16"N., 86°14'23"W. is prominent from Lake Michigan. Sandhills north and south of the harbor entrance may obstruct the stack from some directions.

**Muskegon South Breakwater Light** (43°13'27"N., 86°20'49"W.) 70 feet above the water, is shown from a pyramidal tower on the outer end of the S breakwater. A sound signal, which operates by keying the microphone five times on VHF-FM channel 79, is at the light.

**Channels.**—The dredged entrance channel leads from deep water in Lake Michigan between converging breakwaters to an outer basin, thence between piers and revetments to Muskegon Lake. The outer ends of the breakwaters and piers, and the inner ends of piers, are marked by lights. A sound signal, which reportedly operates by keying the microphone five times on VHF-FM channel 79, is at the light on the south pier. (See

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC Cleveland

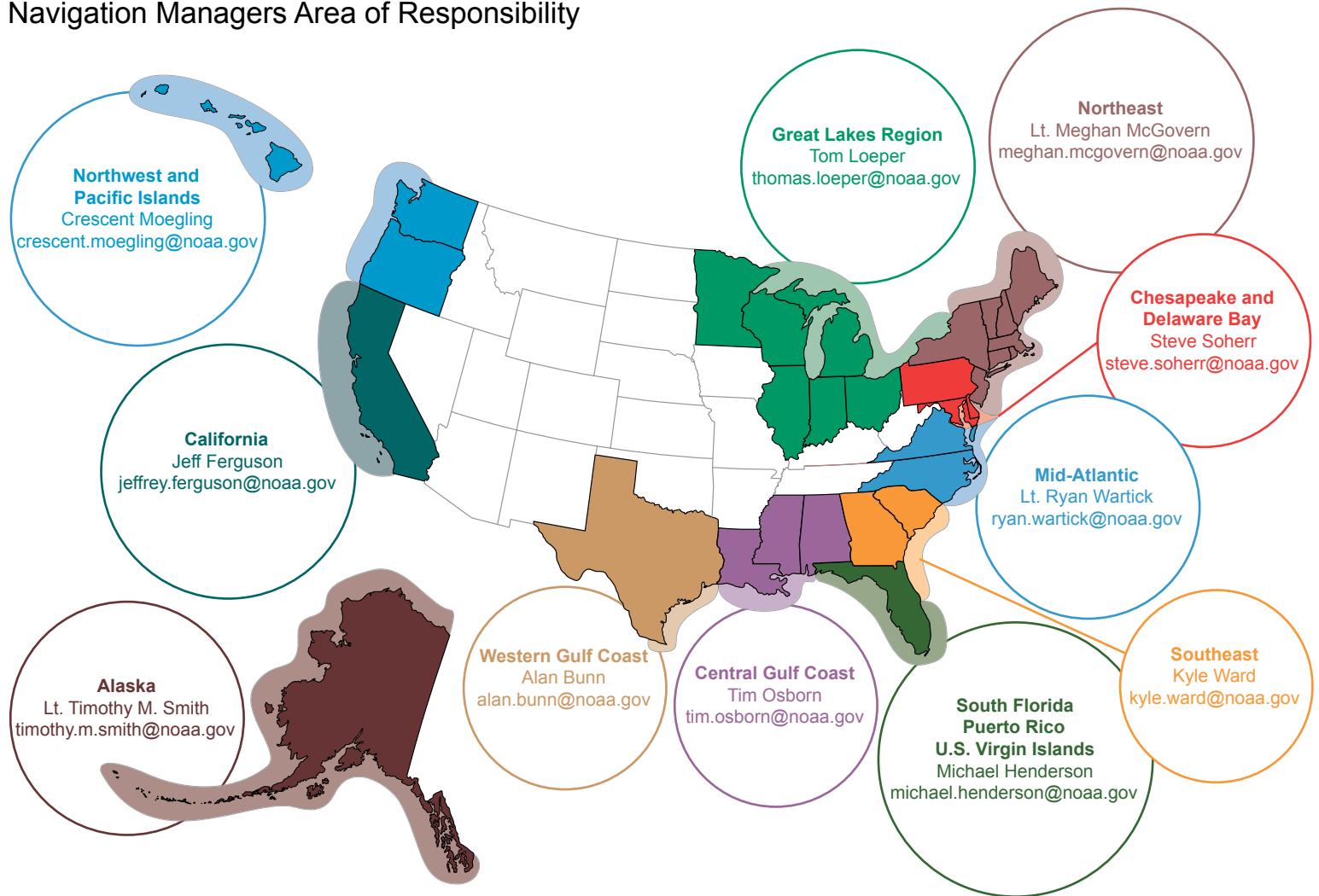
Commander

9th CG District

(216) 902-6117

Cleveland, OH

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

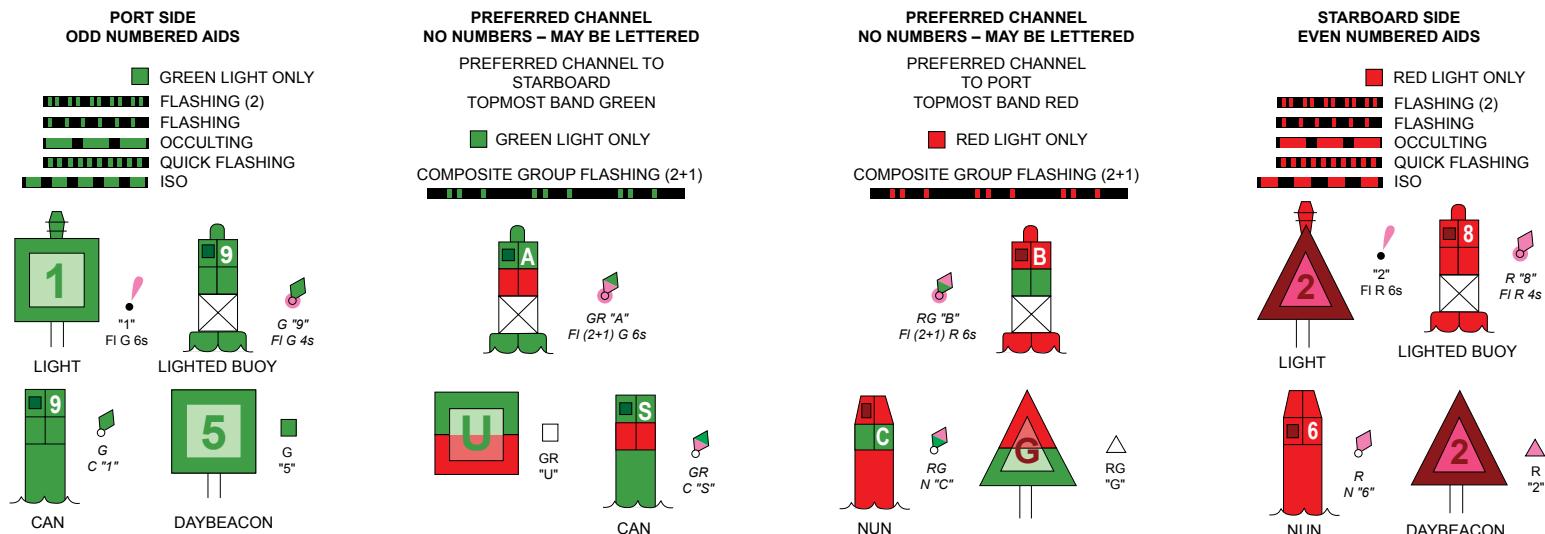
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

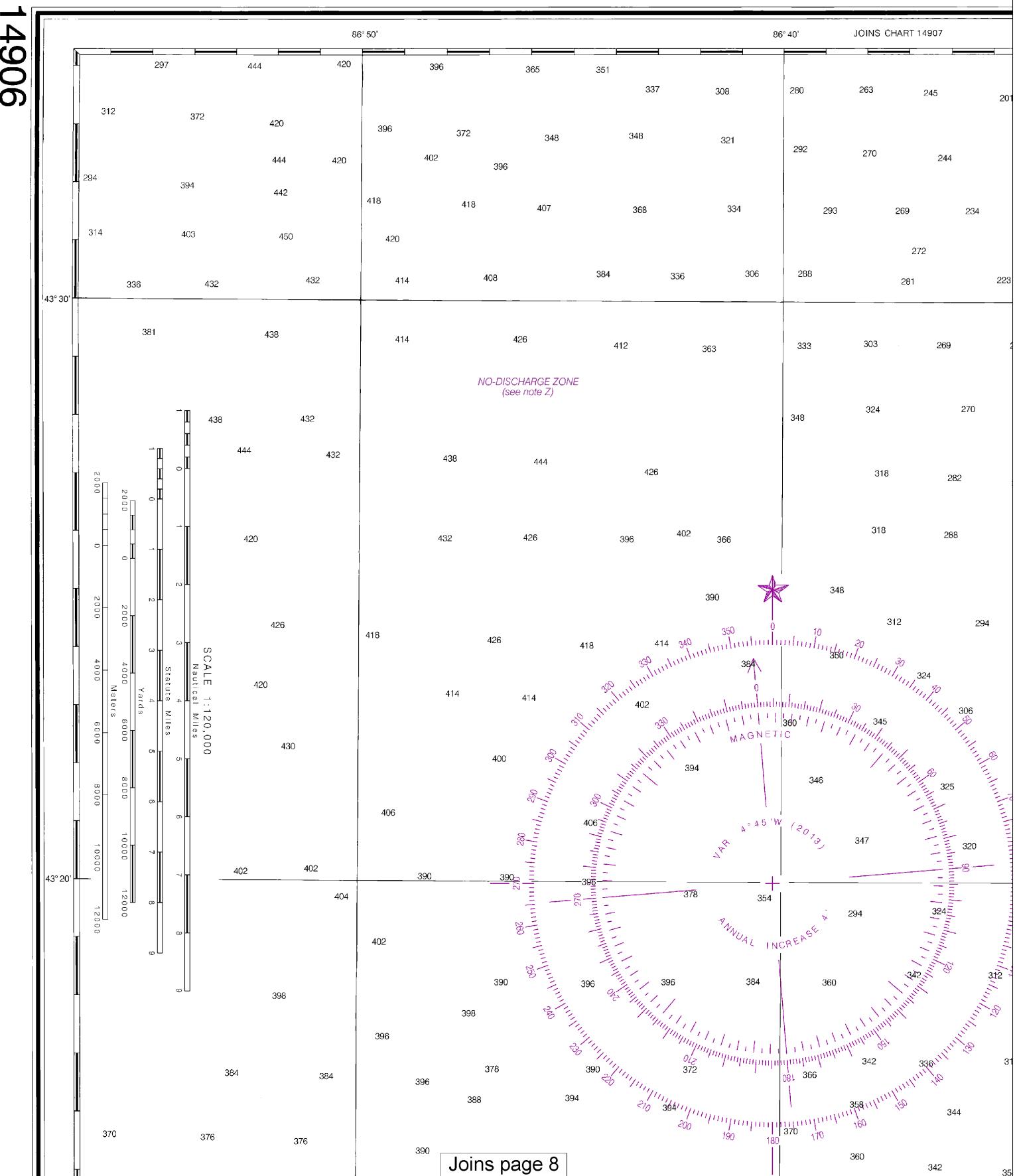
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

**14906**



**4**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

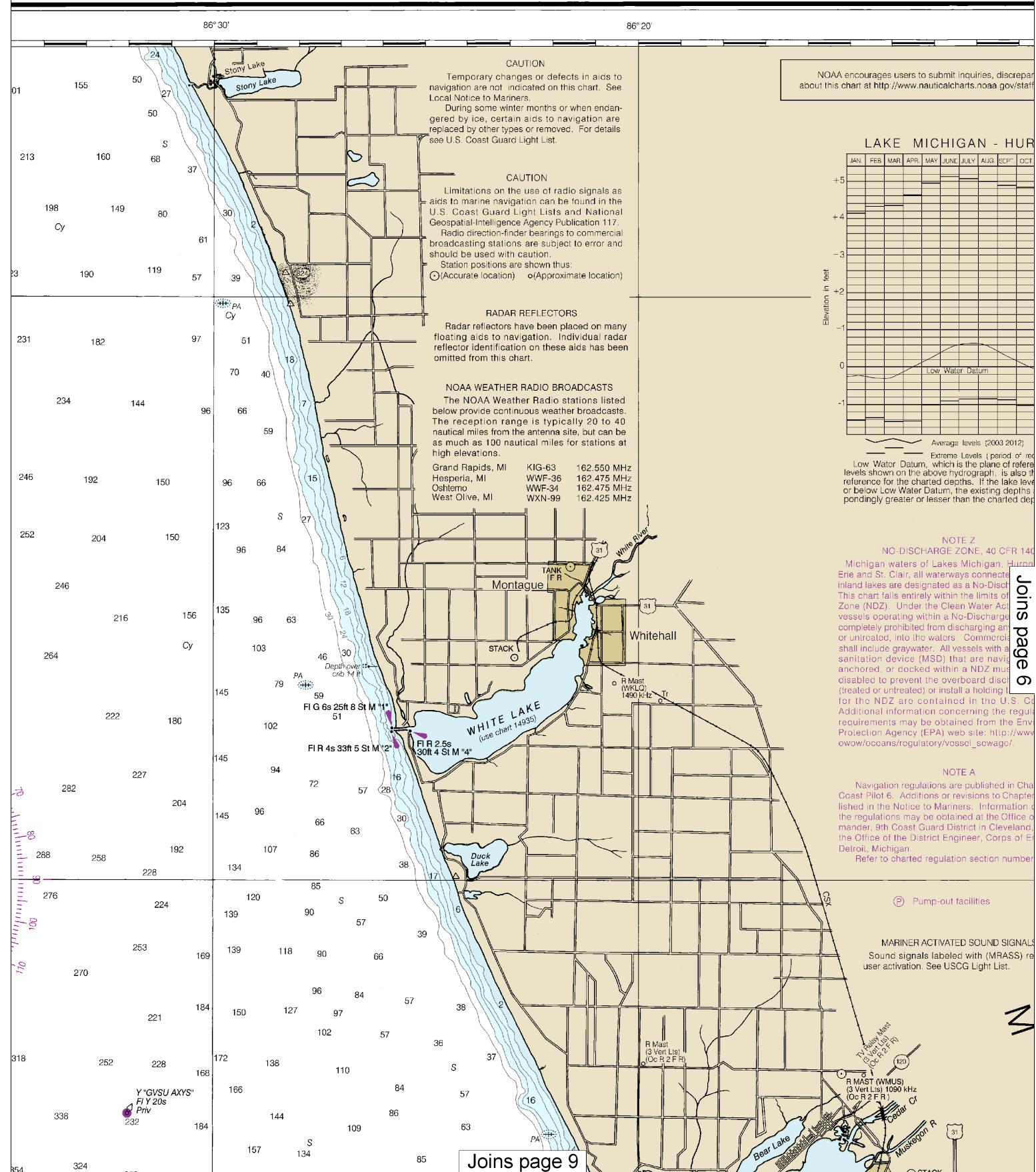
YARDS

See Note on page 5.

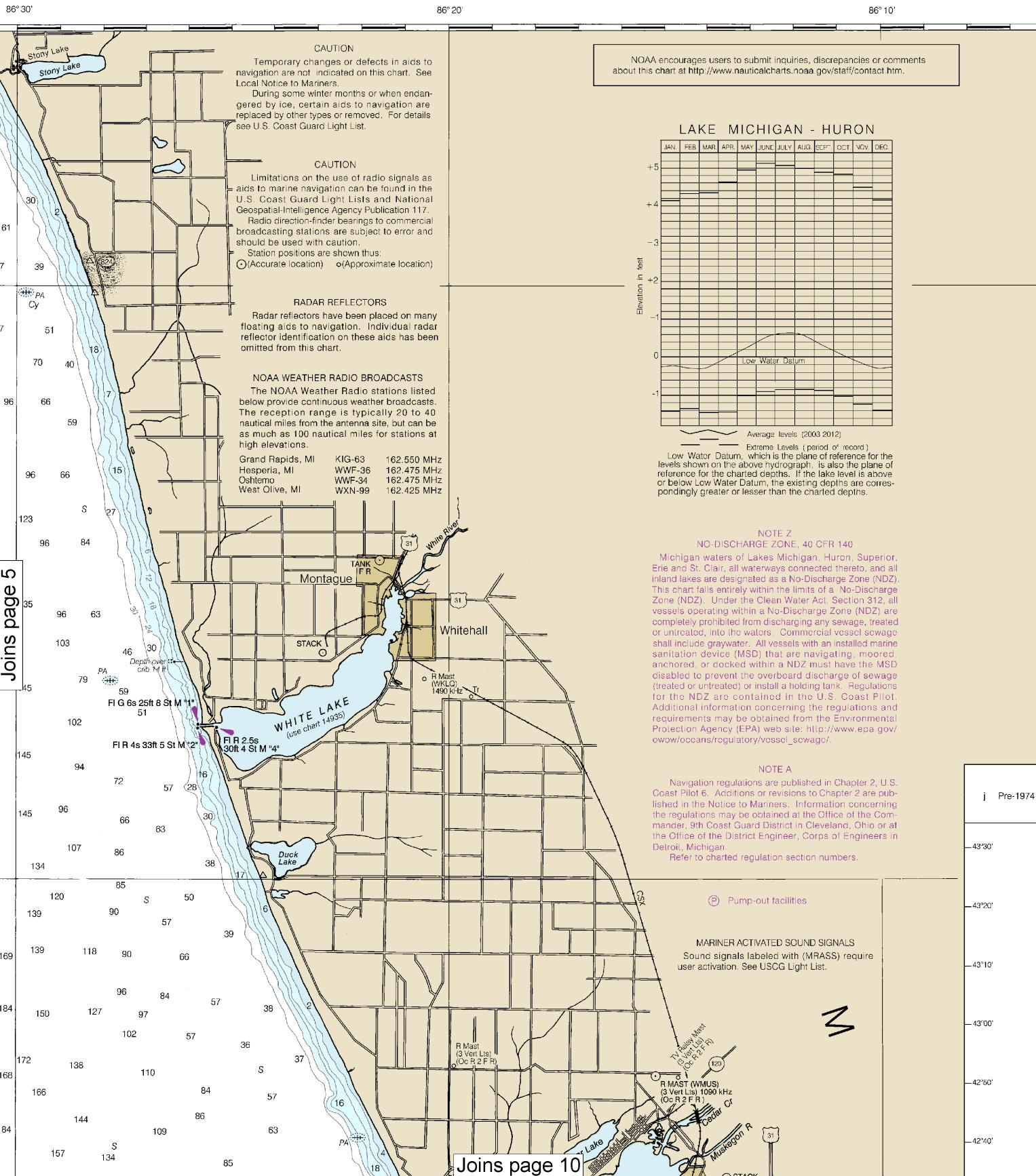
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STATUTE MILES

0 1 2 3 4 5 6 7 8 9 10 11 12 13

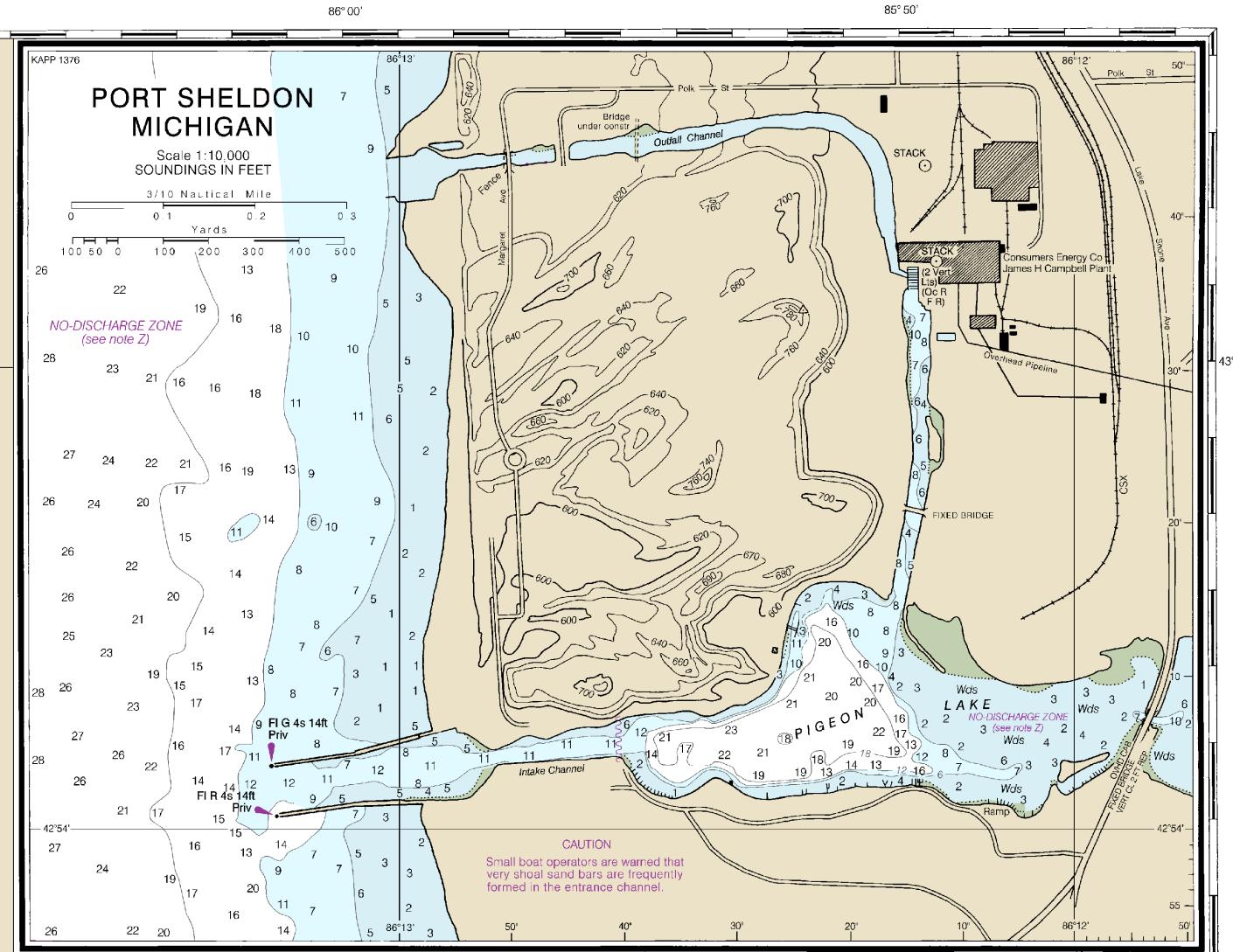


This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:160000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



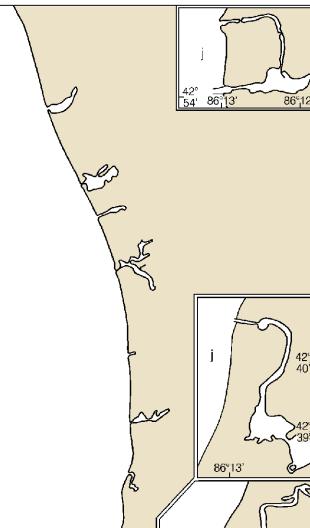
# SOUNDINGS IN FEET

14906



**SOURCE**

4 Lake Survey Surveys partial bottom coverage



UNITED STATES - GREAT LAKES

LAKE MICHIGAN - MICHIGAN

## SOUTH HAVEN TO STONY LAKE

Polyconic Projection  
Scale 1:120,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

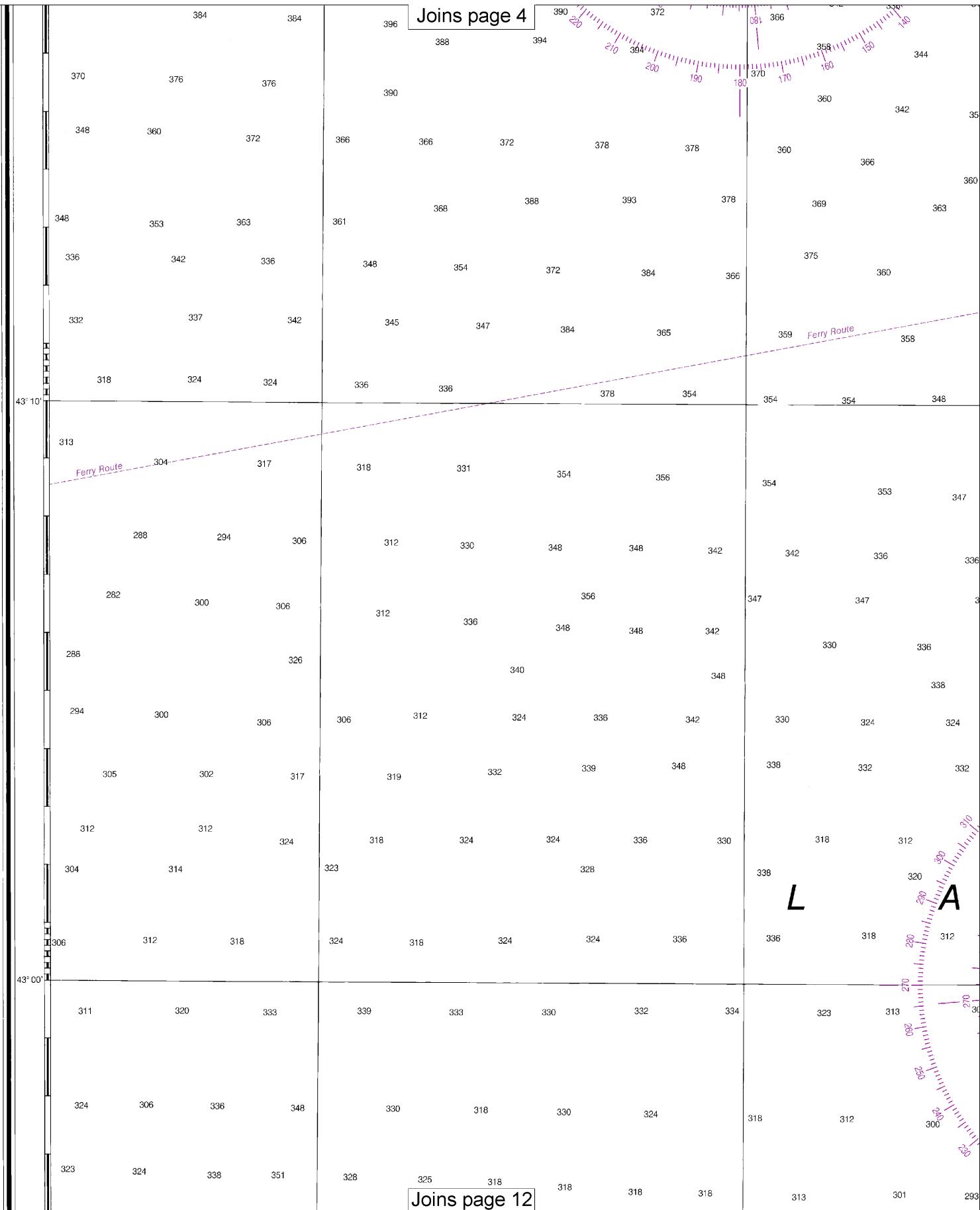
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Joins page 11

NOTES

25th Ed., Sep. 2013. Last Correction: 10/25/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

Joins page 4

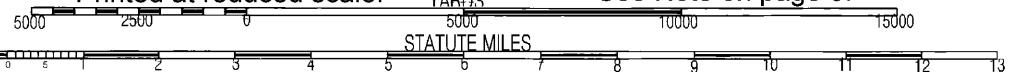


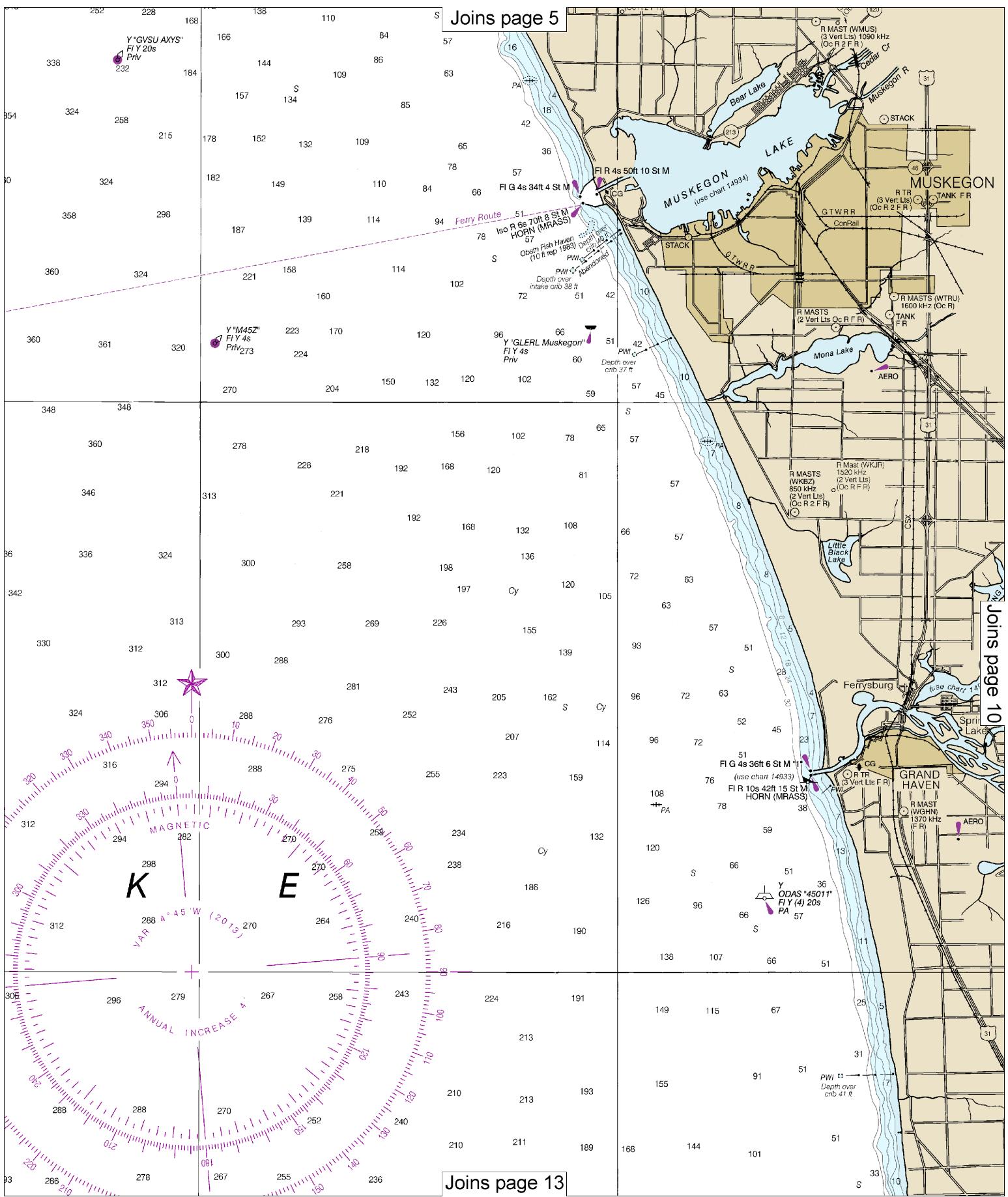
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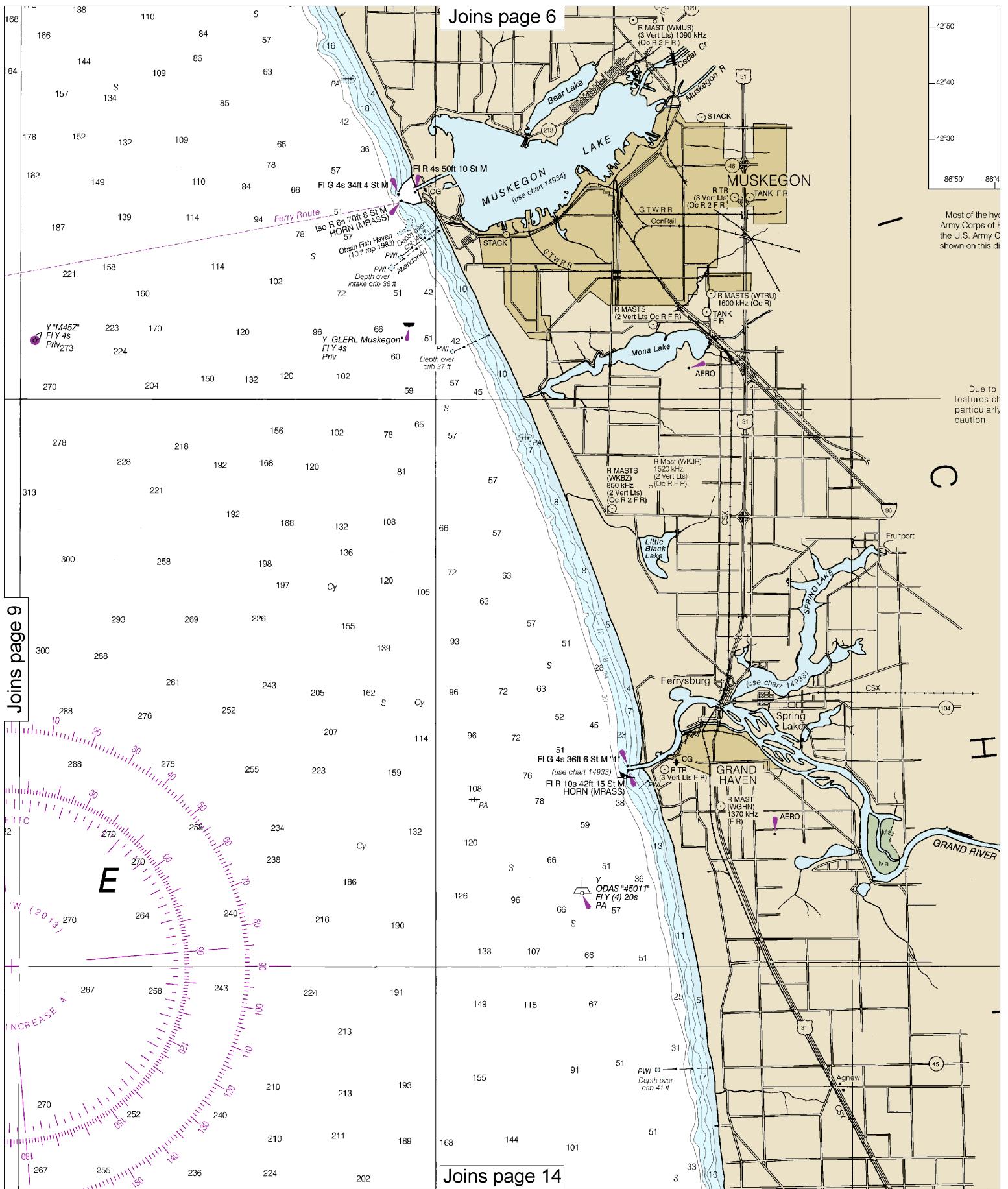
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

See Note on page 5.





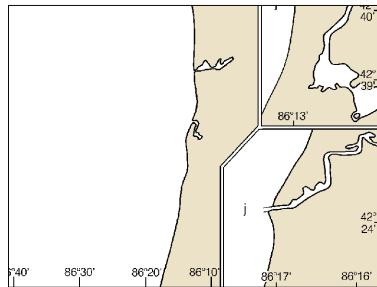


# 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

See Note on page 5.



Joins page 7 1:120,000

North American Datum of 1983  
(World Geodetic System 1984)

### SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

#### NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 577.5ft.

Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

#### CAUTION

##### POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 163).

#### SUPPLEMENTAL INFORMATION

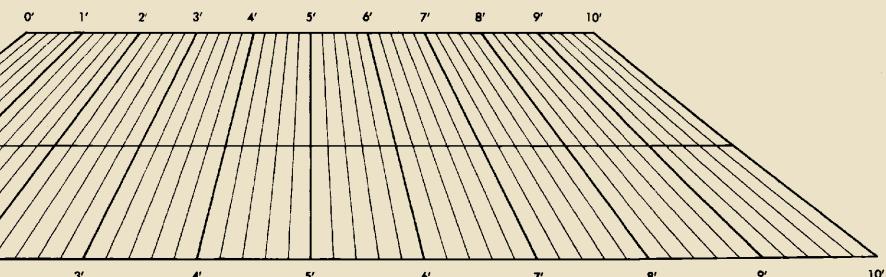
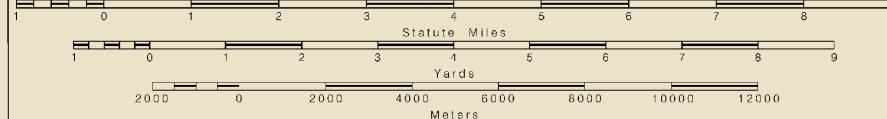
Consult U.S. Coast Pilot 6 for important supplemental information.

#### WARNING

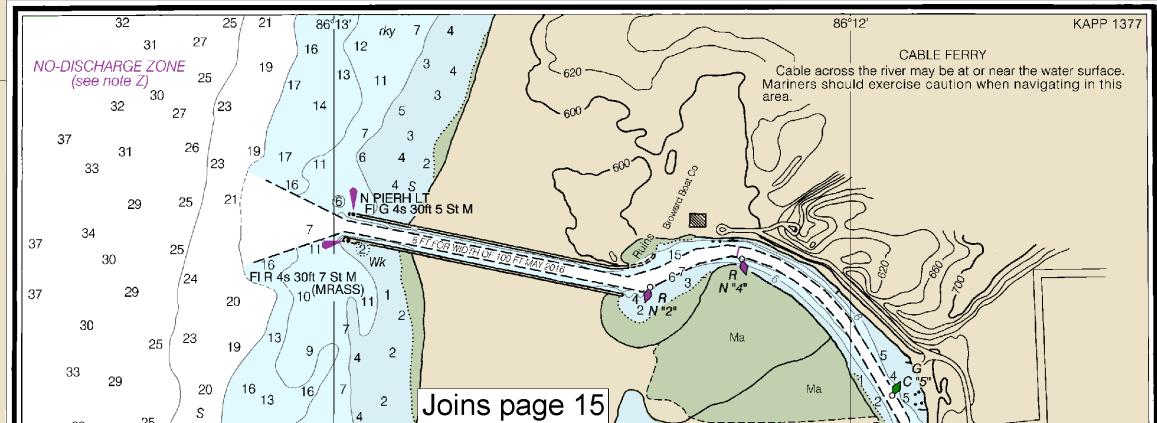
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### SCALE 1:120,000

Nautical Miles



#### Latitude and Longitude Plotting Interpolator



324 306 336 348

330

330 324

318 312 300  
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323 324 338 351

328 325 318 318 318 318

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324 312 294 300 300

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325 315 303 299

294 288

432 396 372

348 324 318 294 294

282 282

466 436 400

328

291

42° 50'

486 472 438

402 372 354 312 294

282 276

508 490

448 424 370 305

281

558 564 492 456

426 402 366 324

294 282 270

508

484 460 402 368

288

532 514

490 M 418 I 388

C 328 H 292

516 510 492

468 426 384

330 306 288

538 514

472 378 361

344 292

522 499 480

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534 522 492

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318 312 300

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42° 40'

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303

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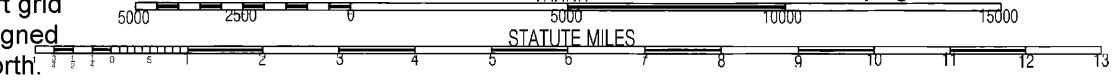
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303

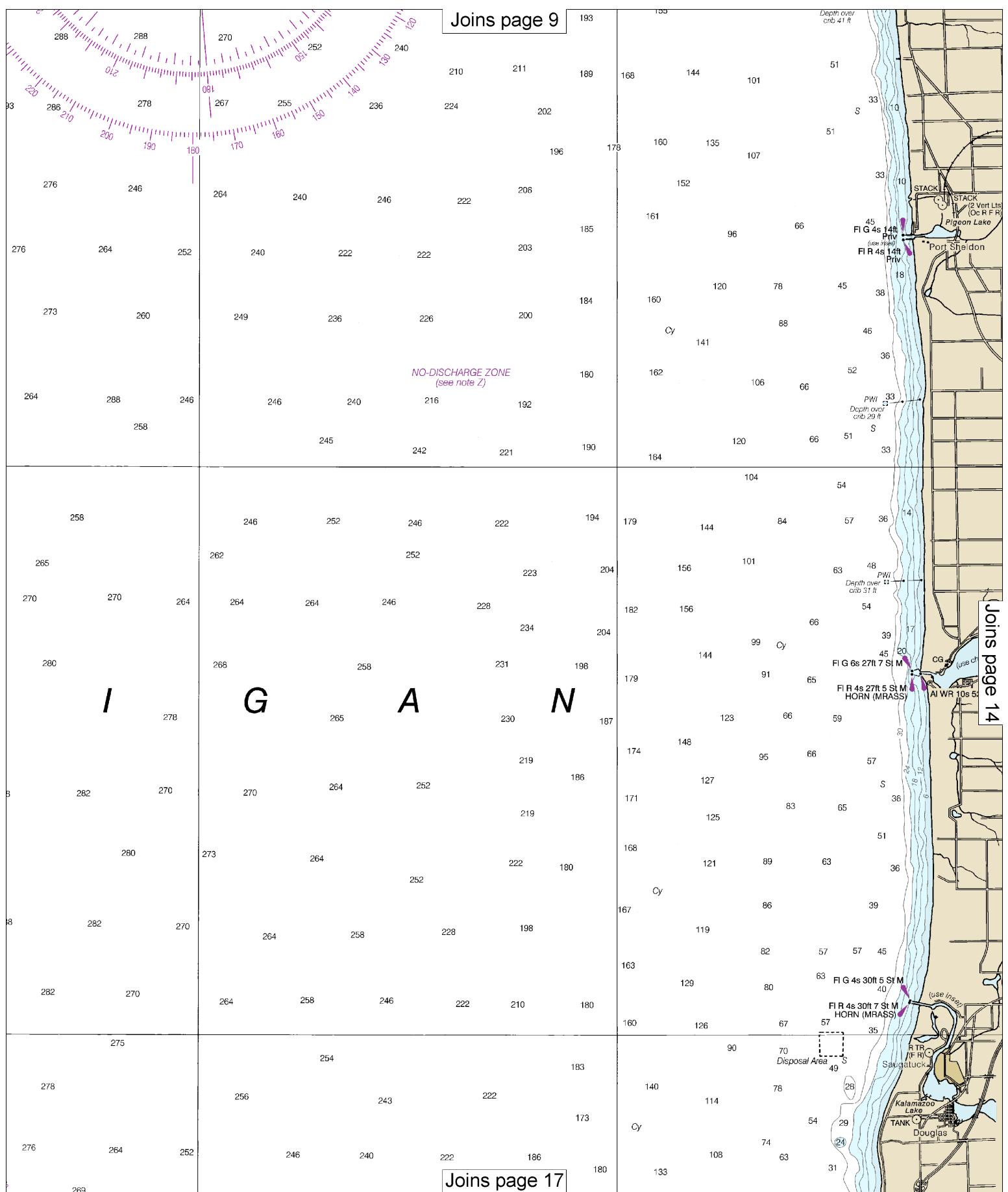
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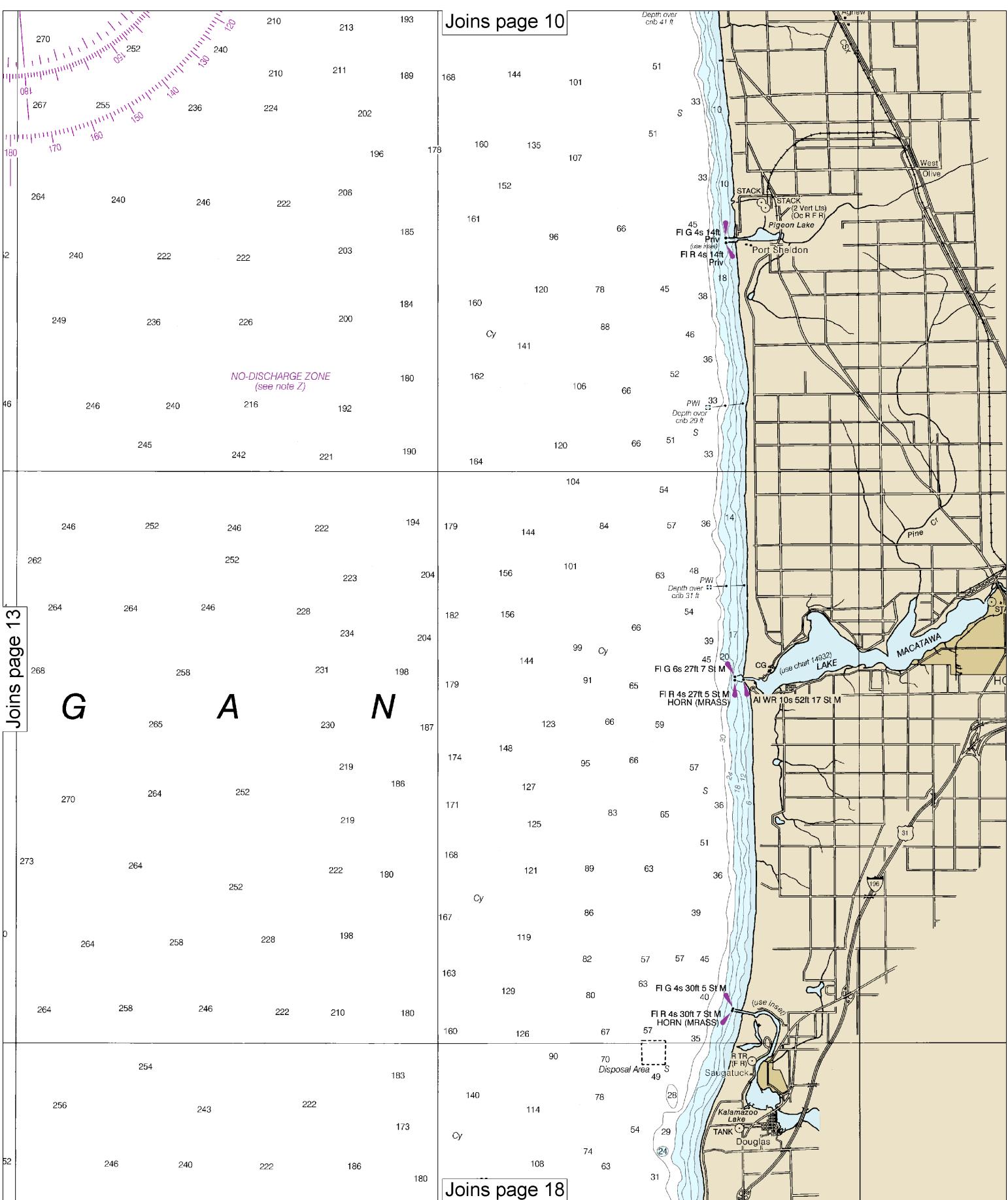
436 Joins page 16

293 278



Joins page 9





# 14

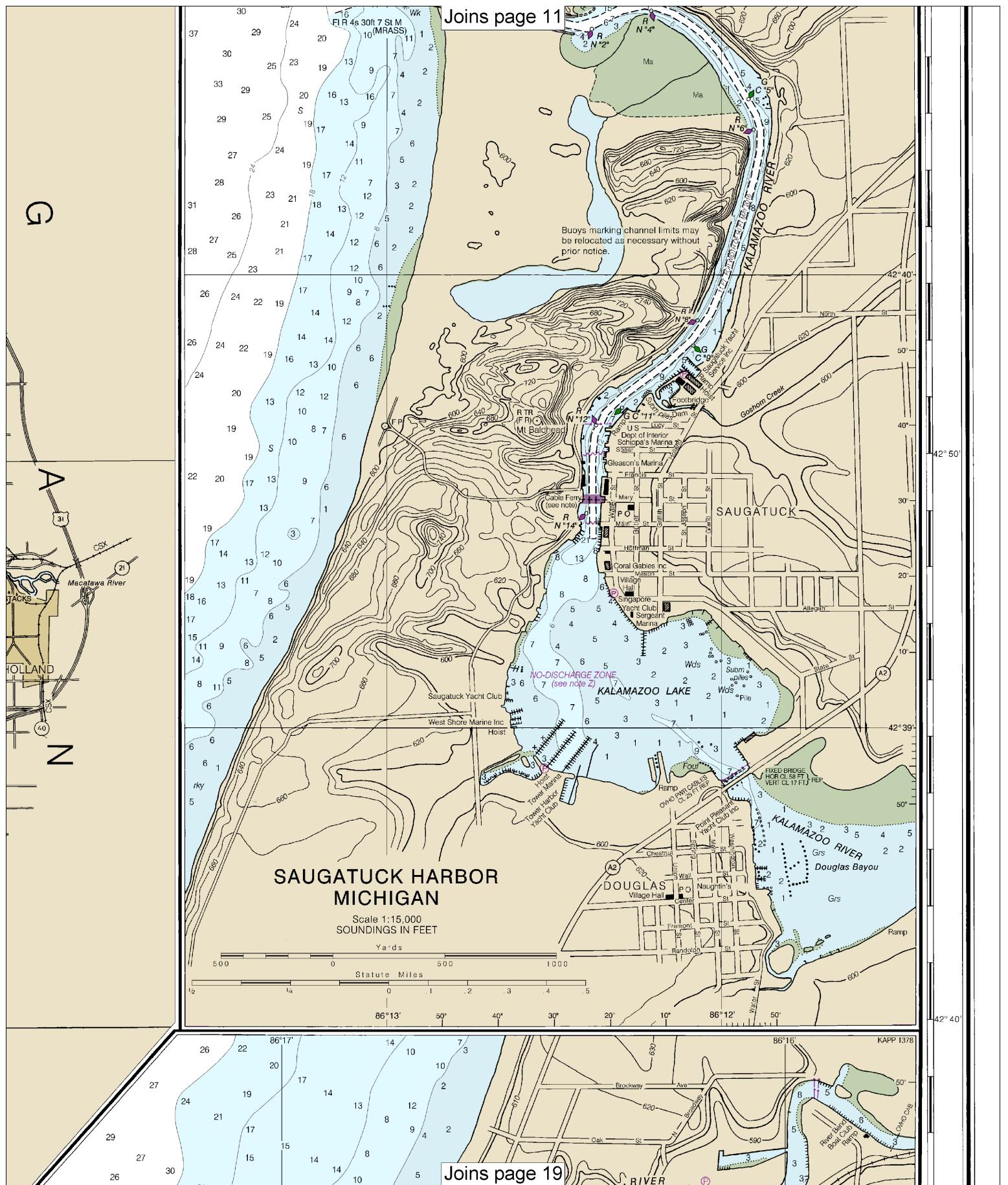
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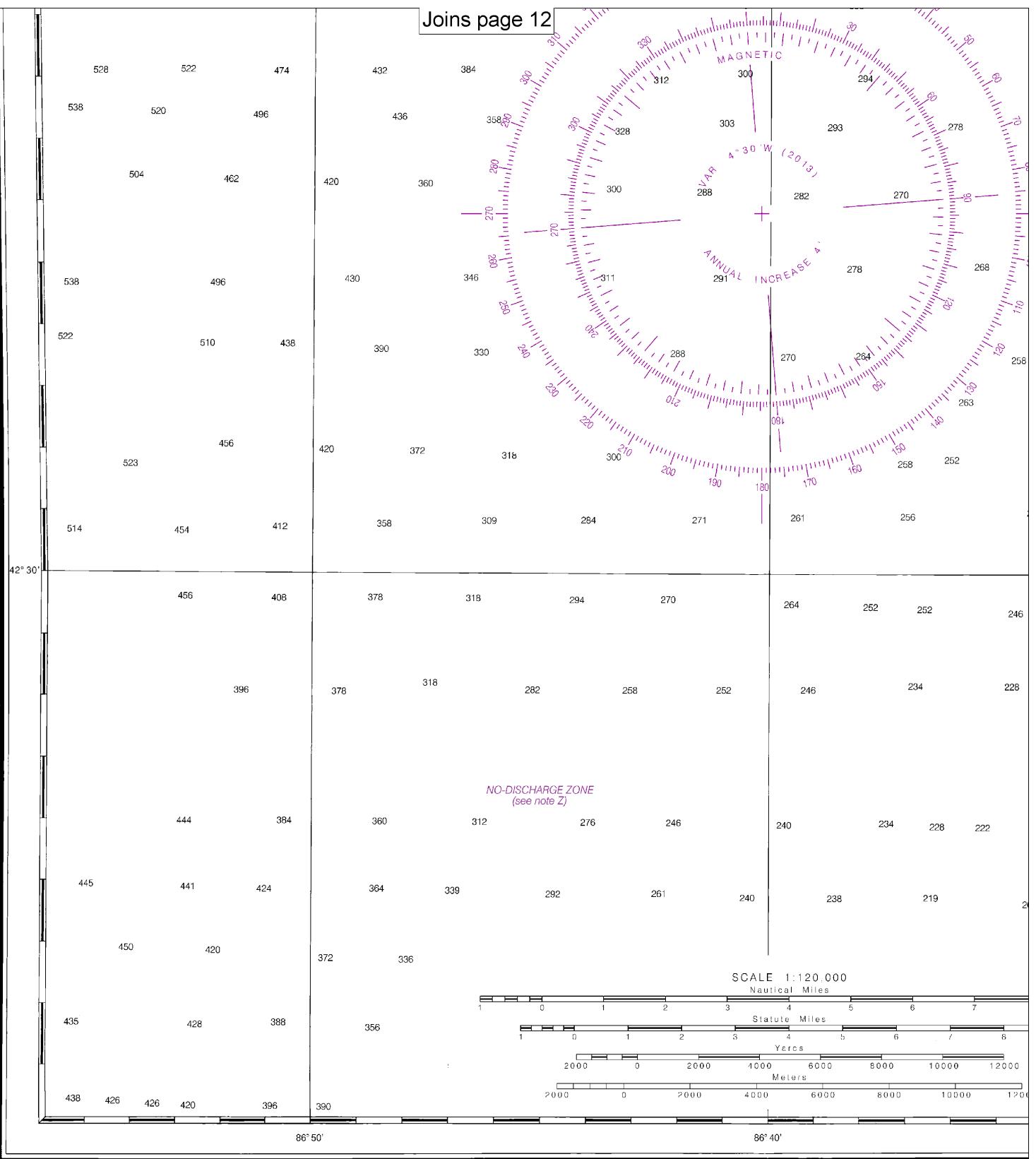
Printed at reduced scale.

5000 2500 0 5000 10000 15000  
STATUTE MILES

See Note on page 5.

Joins page 11



**14906**

CAUTION  
This chart has been corrected from the Notice to Mariners (NTM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](#).

25th Ed., Sep. 2013. Last Correction: 10/25/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

**SOUNDINGS IN FEET****16**

Note: Chart grid  
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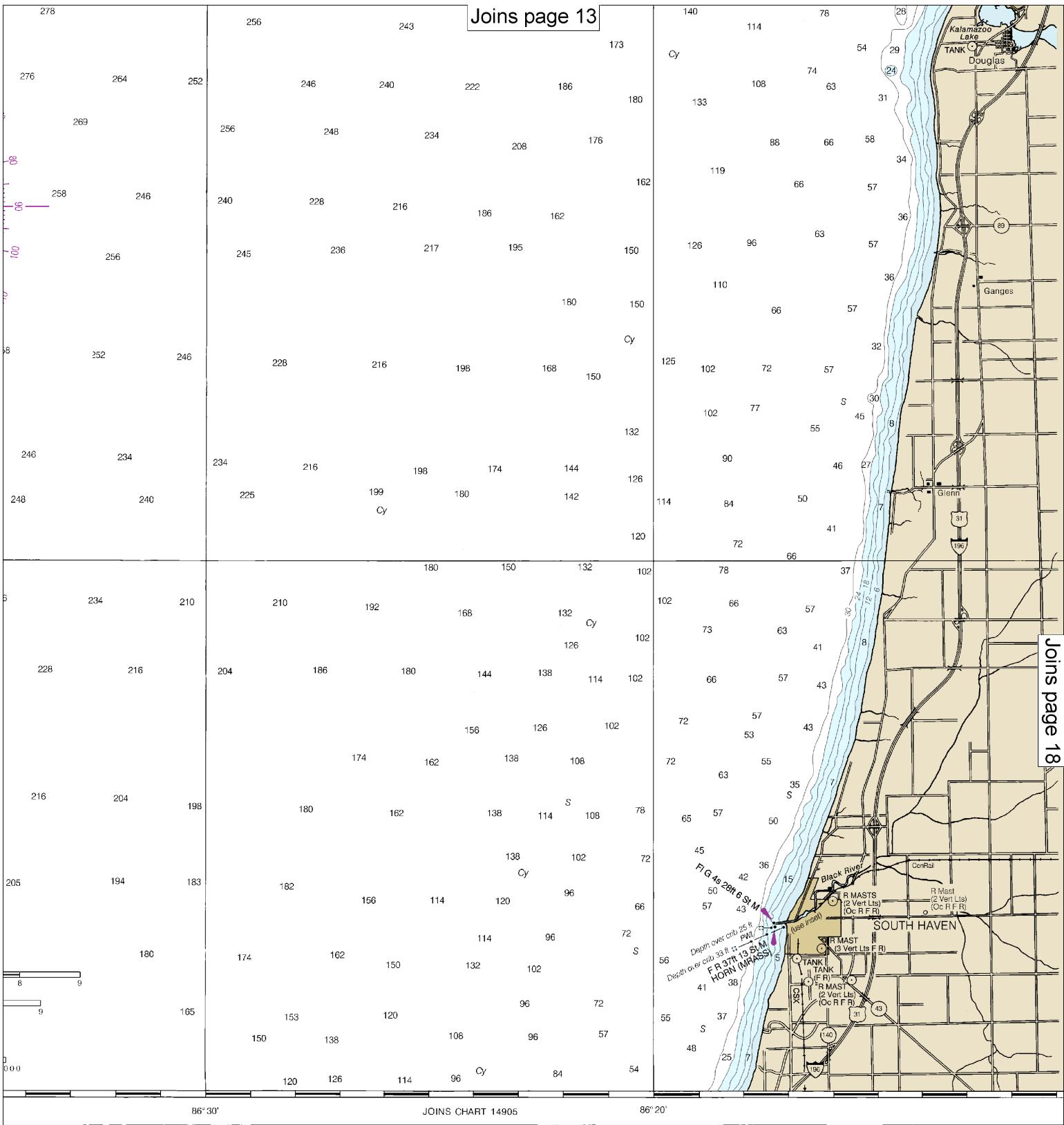
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STATUTE MILES

See Note on page 5.

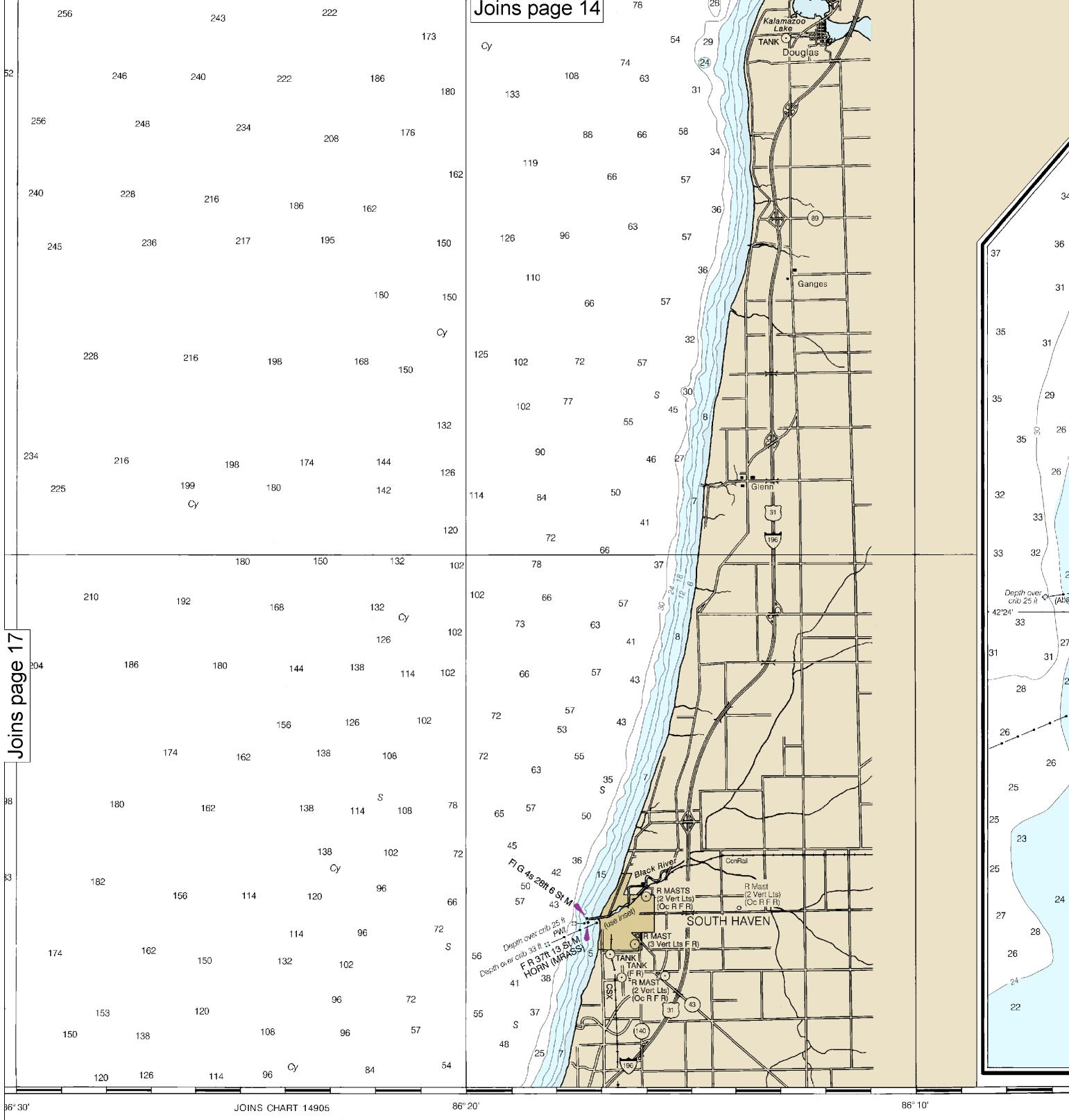
**Joins page 13**



EET

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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Joins page 17



18

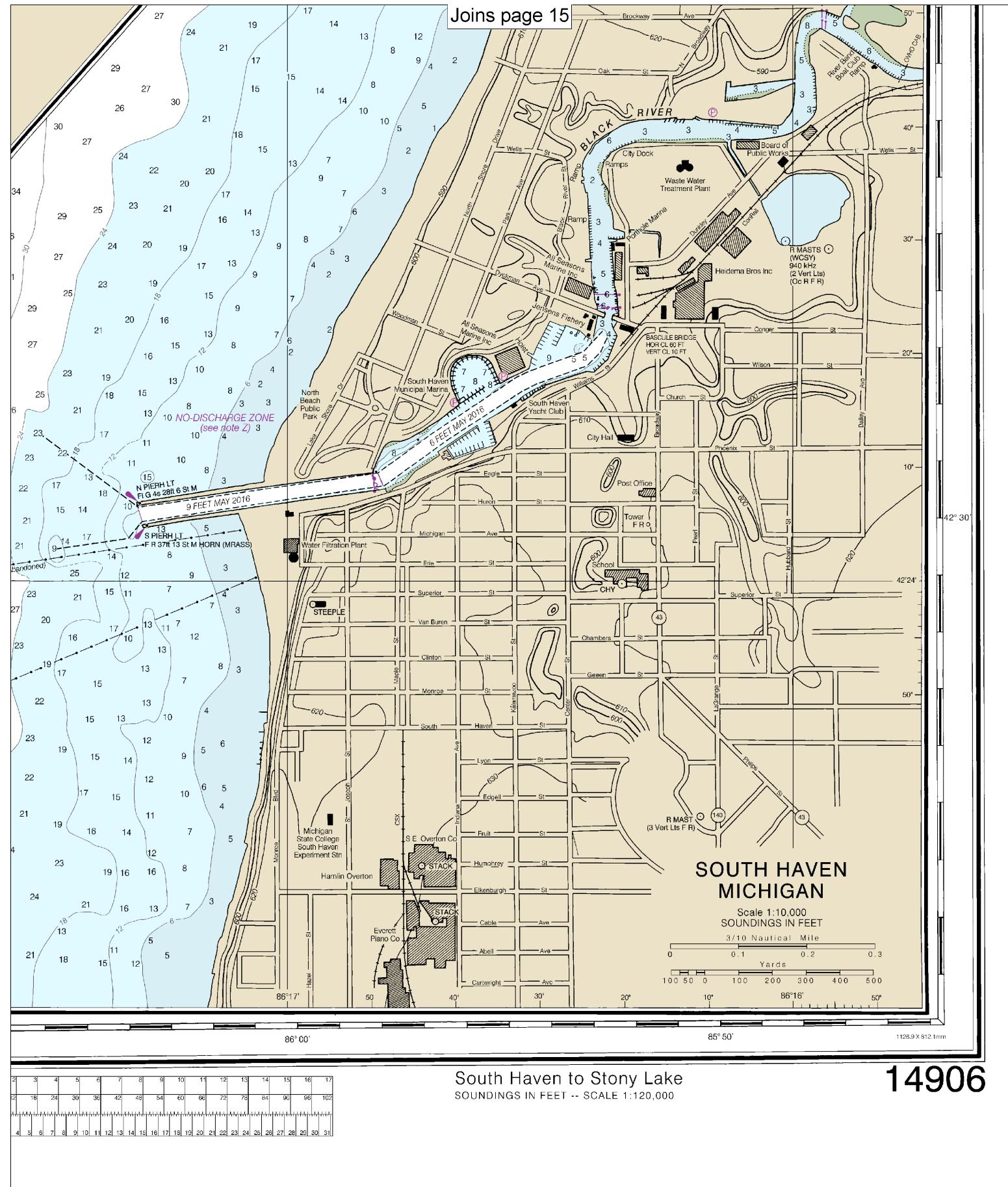
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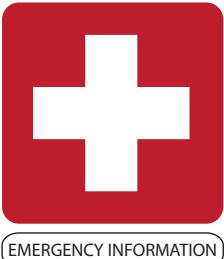
Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000  
STATUTE MILES 5 10 15  
5000 10000 15000

See Note on page 5.

Joins page 15





EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	— <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	— <a href="http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.